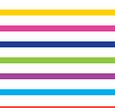


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Vélocity 2025

A cycling plan for 2025 and beyond



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Vélocity 2025

[In a nutshell]

Our vision is of a city fit for the future: a healthy, safe, sustainable city that people want to live and work in.

To do this, we will deliver a sustained and strategic programme of investment in cycling, from both the public and private sectors, that within a generation will deliver a cycling culture and infrastructure across Greater Manchester that will make cycling a mainstream, everyday and aspirational form of transport for all, regardless of their age or ability.

This transformation will happen at scale, and our aim is to bring levels of cycling up to those seen in our European partner cities. We aim to bring Northern Europe to Northern England.

Vélocity 2025 will have a substantial impact in terms of economic prosperity, improved health and well being and the environmental sustainability of our city.

It will also provide an inspirational lead for others to follow.



Foreword 1

It's appropriate that a place that brought the sea to the city, in the form of the Manchester Ship Canal, should make such great play of its undersold and under-utilised canal network to craft a plan for the 21st Century with safe, swift and segregated cycleways running into the heart of the city.

Of the seven spokes outlined in this, our vision and plan for a future cycle city, the majority either run their course along canals or connect to existing waterway routes; it's an asset we're proud to be making the most of with our partners, the Canal & River Trust.

Elsewhere our proposed cycleways are built on a very different kind of foundation – over £1.5 billion is already being invested in a hugely transformed, integrated and modern transport system with new tracks, new trams and new interchanges radically improving the travel experience for residents and visitors alike.

Alongside even more recent Local Sustainable Transport Fund (LSTF) investments in cycle hubs, training, promotion and infrastructure, we hope it's clear to all that Greater Manchester has a powerful long range vision for an integrated, sustainable transport system with cycling at its core and that it has built a city-wide partnership that shares that vision and that is committed to delivering it, across sectors and geographical areas.

And if one theme of our vision is that of ambition shared across an entire city, another must be partnerships and our true commitment to ensuring that the creation of a cycle city – our *Vélocity* – by 2025 is one that is shared by many and delivered by all.

Our partners in this bid include cycling organisations like British Cycling, Sustrans and the CTC; our NGO-led cycling campaign Love Your Bike is also on board; so too are sports clubs, educational bodies, our public health network, major employers and of course, all ten of our Greater Manchester districts. We've also started work to develop a set of partner cities in Germany, whose experience will be invaluable to us.

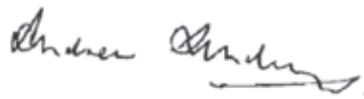
We've also launched a public pledge campaign to connect with the 2.6 million people of Greater Manchester and win their support, too.

There are too many reasons to cite why our vision makes such solid sense: we are the home of British Cycling; we have Europe's largest student population; we have critical health challenges that cycling or walking can help to mitigate; cycling can truly help us hit our carbon targets and reduce pollution levels; and over the last few years, we've put serious effort into thinking through how cycling can play a key part in our future economy.

Many reasons but only one true rationale. We are committed to making cycling a signature of our future city brand and experience and we know that to achieve that, we need to plan to get there, and that's the plan you're reading now.



Cllr Matt Colledge
Leader of Trafford MBC and
Greater Manchester Combined Authority – Transport Lead



Cllr Andrew Fender
Chair, TfGMC

GMCA
GREATER MANCHESTER
COMBINED AUTHORITY

 **Transport for
Greater Manchestere
Committee**



Foreword 2

A great city has to be a safe city for cyclists, it's as simple as that. As more and more of us get onto our bikes, hopefully inspired by the world's greatest cycling team, British Cycling, then our cities understandably need to adapt and change to make cycling a mainstream and easy way of getting around.

That's a message we would send out loud and clear, that this is as much about people and the cities they live in as it is about our chosen mode of transport. If we want to make our cities great places to live and work, if we want them to embrace sustainability, then cycling has to be a critical part of the mix, and that's why we are so supportive of Greater Manchester's Vélocity 2025 plan.

The headline of the plan is clear – a series of strategic and largely segregated cycleways that reach into the heart of the city, connected to other off road routes and supported by a programme of education, training and promotion to create a true culture of cycling. These are supported by measurable targets for us all to aim for.

In the detail of Greater Manchester's plans there is much to welcome. For example, creating a Greater Manchester Cycling Board to report on progress and to monitor the performance of cycling across the city.

There's detail on cycle safety, on the need to keep focused on other elements of active travel such as walking and on the vital importance of making cycling available to all, whether young or old and from all walks of life. It's great to see that the bid includes the development of new planning design guidance that ensures cycling is considered at every stage of development and the use of 20mph zones which are the single most effective intervention for improving cycle safety



Chris Boardman MBE,
British Cycling



Probably the other element of this plan that we really welcome is the feeling of celebration that courses through it. Being part of Team GB, based at the Velodrome in Manchester, we know that we have so much to celebrate and that's why it's so exciting to see British Cycling as a key partner in this vision and in this bid.

Manchester, as the home of British Cycling, has produced countless world, Olympic and Paralympic champions and it is where we are nurturing the next generation of world class talent.

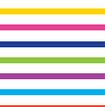
Manchester has a proud tradition of hosting world class cycling events on the track and now within the new state of the art BMX facility attracting the very best competitive cyclists in the world to the city. We have 25,000 cyclists of all ages and backgrounds taking part in our mass participation event Skyride.

It sets Greater Manchester apart and we should build on this unique heritage and create new inspirational events for all interests and abilities to further promote the positive world class image Manchester holds for cycling. Whether you are a competitor, enthusiast, participant or fan of cycling this is a key ingredient in raising the profile and promoting cycling in all its forms and British Cycling is committed to support this through the ambition of a world class 'Cyclefest' here in our home city.

British Cycling's vision is to succeed on the world stage and in so doing to inspire more people to enjoy riding their bikes more often, be it for sport, recreation or transport. It's exciting, it's positive and it's all about the future; and that's why it's such a great fit with the future plans for Greater Manchester.



Great Britain Cycling Team



Our headline strategy

2013 - 2025

Greater Manchester is bidding for the funding needed to deliver a generational shift in levels of cycling across the city region. The catalyst we seek is £20 million and if we are successful, this grant will unlock up to ten times that amount over the next decade or so as the city region delivers a remarkable strategic programme of change.

Central government funding will be matched by £10 million from Greater Manchester partners by 2015. The Cycle City Ambition Grant (CCAG) will deliver £10 per capita investment per year for two years across the core of the city region (one million residents).

Greater Manchester will then seek to commit future funding, through public and private sector sources, for a further ten years (giving a consistent twelve year programme) and across the rest of Greater Manchester (a further 1.7 million residents).

In total our Vélocity 2025 programme would see between £150 and £200 million invested on a range of cycling infrastructure, interventions and culture shift of which £20 million will be from the Cycle City Ambition Grant, £20 million from the LSTF and the remainder from a range of local and national, public and private sources through to 2025.

We will hit the ground running, starting now, through our dedicated, in house, Travel Choices team including our cycling team. We are committed to a long term investment in this successful and vital resource.

Our primary objective through Vélocity 2025 is an integrated and strategically planned network of dedicated, high-quality, newly built or enhanced cycling routes that will be largely segregated from other traffic wherever possible and which will connect employment centres, schools and leisure opportunities with each other and with the regional centre.

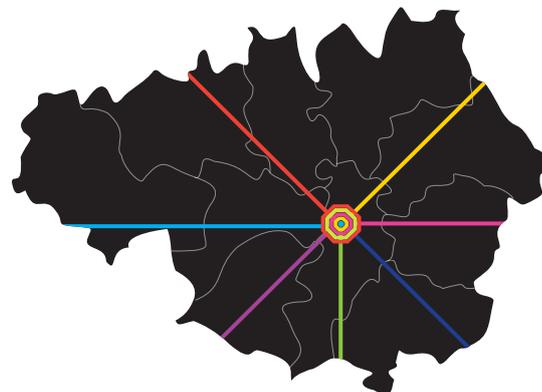
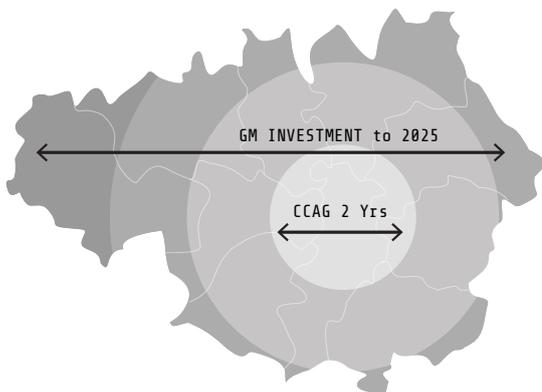
We know that the lack of such a network is our single largest barrier to the growth of mainstream cycling at the levels seen in continental Europe.

These 'spokes' linking with the 'hub' of Manchester city centre will connect together other investments made in Greater Manchester's cycling infrastructure, most recently through the LSTF. These other assets include cycle parking, newly enhanced or created transport interchanges and off-road cycle routes.

Our secondary focus will be a programme of culture change inspired by that adopted in German cities such as Berlin, Dortmund and Freiburg. Here there has been a consistent investment in cycling promotion and education over a number of years, designed to accompany and underpin the wider investment in infrastructure.

We have already established German partnerships to create this programme and are in discussions about creating a 'twinning' relationship with Berlin. The trajectory of German cycling levels is one that we seek to emulate and is a transition we believe to be achievable.

A gear shift in our city's cycling culture will also be supported by one of our key partners British Cycling, who will use Manchester's National Cycling Centre, the base for the world famous Great Britain Cycling Team, as the starting point for a programme of sports cycling, training, publicity and the launch pad for a dedicated road race and a world-class 'Cyclefest' that will anchor our claim to be a true cycling city.





The outcome of our Vélocity 2025 programme - our target - is to secure at least a 300% increase in the levels of cycling across Greater Manchester by 2025.

We want to see the proportion of trips by bicycle increase to 10% over the next 12 years, which we believe is achievable alongside additional Government funding.

We aim to double, and double again the proportion of trips made by bicycle, whether that's commuting, utility or recreational cycling, through an unprecedented, long range programme of investment in cycling infrastructure for the city. The vision we set out for Vélocity 2025 supports the targets in the All Party Parliamentary Cycling Group 'Get Britain Cycling'.

The CCAG funding, supported by local funding, will help us, by 2015:

Deliver 56km of largely segregated cycle route across Greater Manchester

Generate 26,800 new cycle trips per day on these routes

Improve the health and wellbeing to the value of £7.3m per year

Provide business financial savings by reducing absenteeism of 1,000 days per year

Remove 1.7m traffic kms per year from Greater Manchester's roads reducing congestion and accidents



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Our 2025 ambition timeline

2010	Greater Manchester submits its LSTF Key Component bid and begins work in earnest on a high level strategy for cycling across the city region including a strategy to develop cycle hubs, cycle route improvements and an ongoing adult training programme.
2011	Greater Manchester's LSTF Commuter Cycle Project begins delivery focused on commuter cycling and a more extensive strategy for investment is mapped out in the city region's LSTF full bid.
2012	Delivery of the city region's LSTF programme begins in earnest with a network of high quality cycle hubs opening. Of the approximately £60 million LSTF programme in the region of £20 million is cycle related.
2013	Vélocity 2025 is developed as the full vision for the cycle city including a ten year commitment to 'double and double again' cycling levels by 2025. Work begins on the development of our 'Spokes' routes. Work also begins on the city's Cycle Safety Fund of improvements on key routes and at key junctions. A fact-finding mission to our German partner cities is launched and GM attends a study tour to The Netherlands with the Dutch Embassy.
2014	Our first wave of seven spokes go live in 2014 and our Culture Shift programme begins with a behavioural change communications campaign and our first world-class Cyclefest in partnership with British Cycling. Greater Manchester's plans for corporate sponsorship are being explored and work begins on an urban design standard for cycling. Interim strategic report on cycling, similar to the Copenhagen Cycle account.
2015	Completion of the initial programme of hub and spoke investments. Planning begins for the further expansion of hub and spoke network across the city region.
2016	The seven spokes are now fully completed and work begins on a next phase of cycle highways across the rest of Greater Manchester. Cycling levels have almost doubled from our 2010 baseline. Our design standard for cycling is fully adopted across Greater Manchester. Completion of 20 mph speed limit plans around our cycleways.
2016-2025	Hub & Spoke networks rolled out across the rest of Greater Manchester. Cycling levels continue to rise, boosted by a powerful communications campaign. Cultural change programme continues with our world-class 'Cyclefest'. Our network's first phase is completed and the successor strategy to Vélocity 2025 is unveiled to take cycling levels from the 10% we have achieved by 2025 to even greater heights by 2030.



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Get Britain Cycling

How we shape up

As the finishing touches were being put to Vélocity 2025, the All Party Parliamentary Cycling Group (APPCG) issued the 'Get Britain Cycling' report on 24th April, following a six-week long inquiry hosted by the APPCG at the Palace of Westminster. Greater Manchester appeared in the Inquiry and the summary recommendations in the report strongly align with the proposals in Greater Manchester's vision and plan:

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Get Britain Cycling Recommendations, including:

Vélocity 2025 Proposals

.....

10% of journeys in the UK to be made by bicycle by 2025

Our aim through this vision and continued Government investment is for 10% journeys across all Greater Manchester.

.....

More of the transport budget should be spent on supporting cycling, at a rate initially set to at least £10 per person per year, and increasing as cycling levels increase

Our first five years of investment will represent £10 per head in the initial target areas growing up to a wider £200 million fund.

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Cycling should be considered at an earlier stage in all planning decisions, whether transport schemes or new houses or businesses

We will mainstream cycling into all city region strategies including the development of new planning design guidance that ensures cycling is considered at every stage of development.

.....

More use should be made of segregated cycle lanes, learning from the Dutch experience

Our Hub & Spokes model is based on a network of more continuous cycle highways that are segregated whenever possible. Greater Manchester is part of an 'influentials' study tour to the Netherlands in June 2013.

.....

Urban speed limits should generally be reduced to 20mph

Our integrated network is reinforced throughout by 20mph speed limit areas.

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Improving HGV Safety

Through the Cycle Safety Fund we are delivering a range of measures including more ASLs and Trixi mirrors. In addition we will embed cycle safety within our procurement requirements and have had initial discussions with CrossRail.

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The Government should produce a detailed cross-departmental Cycling Action Plan, with annual progress reports

We will set up a cross-sector, multi-agency Cycling Board, chaired by Phillip Darnton OBE, that will produce annual reports.

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Five Gears

The two headline outcomes of Vélocity 2025 are a high quality integrated cycling network and a true shift in culture across the city region. There are five 'gears' on the drivetrain to deliver our vision that will guide and underpin our actions.



1. Reshaping the city
2. The great bicycle economy
3. Everyone, everyday, every way
4. The road to well being
5. From gear shift to culture shift

.....





1. Reshaping the city

In recent years Greater Manchester has been addressing comfort factors (showers, cycle hubs, etc) safety and behaviour (highly successful adult and school cycle training, widespread promotions, etc) as well as traditional cycle lane development, but the boldness of Vélocity 2025 is our focus on new cycling infrastructure and specifically a step change in quality in terms of cycling lanes and routes, carefully planned along a series of 'spokes' into the regional centre.

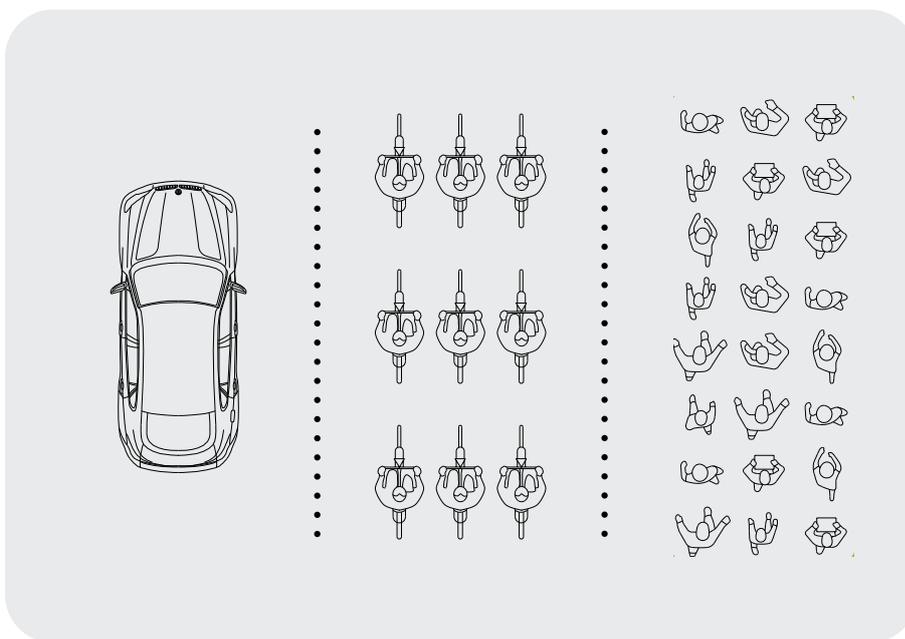
This reshaping of the city will deliver our 'double and double again' cycling target and will also directly enhance our city's image for tourism, talent and investment. We know that in all the key international league tables for city competitiveness, liveability, green space and even specifically the levels of cycling to be found have a direct connection to the attractiveness of 'place'.

In short, Vélocity 2025 is also a vital investment in 'brand Manchester'.

The rebirth and regeneration of the heart of the city in particular has an importance in the context of this bid, as achieving greater levels of sustainable transport into and around our regional centre will be critical if we are to continue on our trajectory of growth and prosperity, not least with regard to city centre living.

Similarly Vélocity 2025 is also a connecting plan that reaches to and connects the ten districts of Greater Manchester and, through improved interchanges or connectivity to new Metrolink lines or rail routes, ensures that ours becomes a more connected city region where mobility and opportunity reach all 2.6 million residents and beyond.

Vélocity 2025 also builds towards our vision of making Greater Manchester a sustainable city region and will contribute directly to our strategic aims in terms of carbon reduction (Greater Manchester recently set a target of 48% reduction in carbon dioxide emissions by 2050) and improved quality of green and blue infrastructure.



Reshaping the city: The number of bikes and pedestrians that can fit into the space taken by just one car.





2. The great bicycle economy

Vélocity 2025 will establish a powerful economic case for cycling. Our tally of positive economic outcomes through this proposed programme of investment includes: direct employment through infrastructure development; improved connectivity to employment and training; reduced congestion costs; tourism and leisure benefits; better health of employees; and secondary employment in the supply chain for the cycling economy.

A significant bank of evidence has been amassed showing the economic benefits of increased cycling. Sky, British Cycling and the London School of Economics (LSE) recently estimated the current 'Gross National Cycling Product' at £2.9 billion per year; we'd like to establish a similar case across Greater Manchester and make greater levels of prosperity a consistent theme in our Cycle City Ambition.

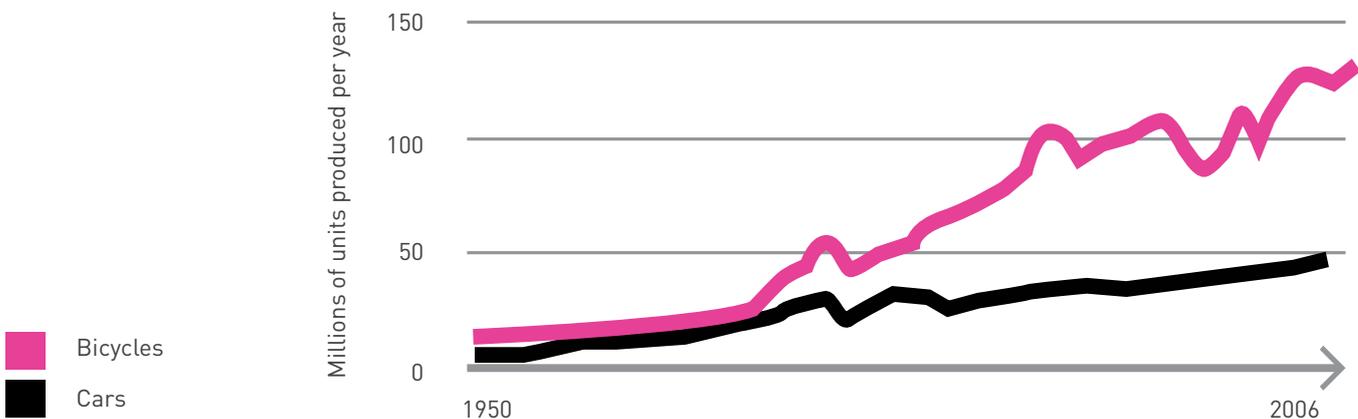
Following the model from the LSE, our current direct 'Gross Cycling Product' for Greater Manchester is at least £100 million per year, even before we have factored in the major investments outlined in this document. If we achieve our target of 'doubling and doubling again' then at today's prices we could boast an annual cycling economy of £400 million, representing a huge return on investment for the city region of the measures outlined here in Vélocity 2025.

Even a small number of additional cyclists will pay for investment in new cycling infrastructure. One model developed by Cycling England suggests that an investment of £10,000 requires one additional regular cyclist to pay for itself. Calculations of value include: Improvements in general health and fitness, reduced pollution and the emission of CO₂, and reductions in congestion. From this method and based on conservative estimates, annual economic benefits range from £540 to £640 per new cyclist.

Again there are strong lessons to be learnt from our continental neighbours and from farther afield. Denmark has undertaken a comprehensive look (in 2008) at the economic value of cycling and shown that when a person chooses to cycle they contribute the equivalent of 14.6p per km to society in terms of direct and indirect benefits; conversely if they choose to drive by car there is a net loss to Danish society of 8.3p per km.

In New Zealand researchers have examined the economic benefit of cycling purely through reduced mortality from factors such as heart disease and found that the benefit to society was up to £1.50 per km cycled or up to £1,300 annually per cyclist.

The Great Bicycle Economy





3. Everyone, everyday, every way

Cycling creates jobs, whilst easing the societal costs of car-based travel. A recent study from the United States showed that dollar-for-dollar cycling infrastructure creates more jobs than road building, with pedestrian and bicycle infrastructure projects creating 15-20 jobs per £1 million of spending while road infrastructure projects create approximately 10 jobs per £1 million of expenditure.

Bikes are good for jobs but good for businesses directly, too. A Dutch 2009 study showed cyclists call in sick, on average, one day less a year, meaning that every 1% increase in cycling benefits Dutch employers by €27 million; for the British economy this same contribution – a 1% increase – would deliver £95 million, and £4 million for Greater Manchester.

Copenhagen’s latest network of cycle superhighways will also spell good news for local employers, with the city’s estimates running at a reduction of 34,000 sick days a year when the planned ‘super bike paths’ are created, according to the National Institute of Public Health, providing a saving of US\$60 million (£40 million).

Making a positive and evidence-based economic case for cycling is of vital importance if we are to sustain momentum through to 2025 and so through Vélocity 2025 we plan, as Copenhagen already does, to prepare an annual ‘cycling account’ of cycling’s contribution to the Greater Manchester economy.

Greater Manchester’s plan is a ‘generational’ strategy – an investment for the citizens of our future city, and one which will directly address generational change, including the need to get older people, younger people and women engaged in active travel.

We want to create sustained future generations of cyclists – Vélocity 2025 is for everyone; for the established cyclist and future cyclist alike; for young and old; for shopper and commuter and yes, lycra-clad racer.

Part of our focus will be on young people (11–25) to secure a generational change in lifestyles, attitudes and values that reflects the ambition of Greater Manchester to become an ever more vibrant, attractive and liveable city region; one of the noticeable changes in the demographics of Greater Manchester in recent years is the dramatic increase in city centre living amongst a much younger group of professionals.

We also recognise that cycling should be for all, and that with an aging population across many parts of Greater Manchester we have to deliver safe, attractive and easy-to-use cycle routes that will encourage older groups to consider cycling as a main form of transport, too, with the added benefit of delivering positive health outcomes through active travel.

In some of our partner cities across Europe, older people are cycling every day, because they’ve done it all their lives, and they are staying healthier as a result; we want to reach that level of inter-generational equity through our Vélocity 2025 plan. The critical path we want to pursue is mainstreaming cycling for all.

We will also ensure that the interests of disabled people are taken into account and that there is full consideration of the needs of pedestrians, children and others who are potential cyclists and need to know we want to maximise their choices, increase the possibilities for active travel.

**1% increase in cycling
= £95m saving for
UK business***

**Gross cycling product
£2.9b**

= £230 per cyclist annually

* Based on TNO Dutch study of employee sick days and levels of cycling





4. The road to well being

A key and visible partner in Vélocity 2025 is the health sector and NHS specifically; alongside our economic rationale the health benefits – including mental health – of our bid will be a central strand of our plan.

Cycling and active travel is a critical tool to achieve better health outcomes for a population like ours. We know, for example, that cyclists take one day less a year off work with illness, and that regular cycling can become a central part of reducing the costs of obesity treatment; we also know that commuter surveys reveal cyclists as the 'happiest' in their chosen mode of transport.

A health uplift is much needed. One recent estimate suggested that only 16-25% of the Greater Manchester population is as physically active as they ought to be. Our Directors of Public Health are now integrating cycling and active travel into their business plan and will be making sure that they build encouragement for cycling into all the work they do; in particular they have committed to ensuring that people who work with individuals to support their health and well being – Health Trainers and other more informal health champions through to Physical Activity on Referral Services and the NHS Health Checks – are the advocates and ambassadors for the benefits of cycling, aware of the evidence base around cycling, and are able to support and signpost people into taking up and maintaining cycling as a health intervention.

Another aspect of our bid – 20 mph zones in and around our network of 'spokes' – also has positive health outcomes through greater road safety, better air quality and in making our residential areas feel safer for those who are keen to take up cycling or walking.

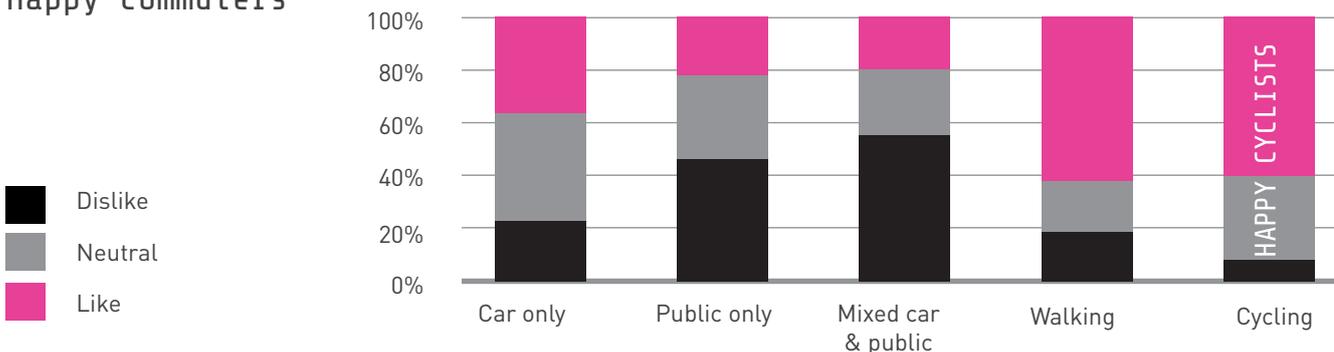
Studies show clearly that physical inactivity is one of the leading causes of death in developed countries, responsible for an estimated 22-23% of heart disease, 16-17% of colon cancer, 15% of diabetes, 12-13% of strokes and 11% of breast cancer.

This inactivity, and the ill health brought with it, has a direct cost impact. The cost of physical inactivity in England – including direct costs of treatment for the major lifestyle-related diseases, and the indirect costs caused through sickness absence – has been estimated at £8.2 billion a year. This does not include the contribution of inactivity to obesity which itself has been estimated at £2.5 billion annually.

Conversely physically active people have a 20-30% reduced risk of premature death and up to 50% reduced risk of major chronic disease such as CVD, stroke and cancer. One study across Wales recently revealed that a 10% increase in physical activity combined with a better diet could, conservatively, prevent 300 premature deaths each year and save the health service in Wales more than £25 million annually, with wider economic benefits in excess of £100 million per year.

We believe that hitting our Vélocity 2025 targets for Greater Manchester will have a dramatic impact on public health and just as importantly will result in significant savings for our city region's health services.

Happy Commuters



Todd Litman, Victoria Transport Policy Institute





5. From gear shift to culture shift

Alongside a long range commitment to a transformed infrastructure we will work to create a genuine cycling culture across the city, from home to education to work to leisure and to shopping. We will make cycling part of Greater Manchester’s culture and part of the city image we telegraph out to the world. This part of our programme will learn from the experience of our German partner cities, where successful cultural change programmes have been delivered.

Our Vélocity 2025 culture shift will reach beyond cyclists too, as we intend to deliver a better future integrated transport system where segregated, Dutch-style cycleways make pedestrians and other road users feel safer, too.

Utilising recent work by the Department for Transport that segments the British public into distinct groups in terms of transport choices and active travel, we are already building a state-of-the-art travel choices programme of engagement and communications that ‘nudges’ behaviour towards active travel and that talks to individual audiences about the advantages of cycling in a way that is relevant and compelling for them.

There are five of DfT’s nine segments who should be seen as likely prospects for a culture shift programme across Greater Manchester and who should be the target of tailored communications:

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Less affluent urban young families (31% of Greater Manchester population)
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Educated suburban families (20% of Greater Manchester population)
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Town and rural heavy car use (12% of Greater Manchester population)
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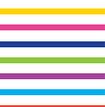
Affluent empty nesters (4% of Greater Manchester population)
.....

Young urbanites without cars (7% of Greater Manchester population)
.....

The importance of tailored communications for this group is of particular importance because if we are to ‘double and double again’ in terms of cycling levels, we need to see these groups play a major part and more than double their cycling levels.

Tailoring is also good practice as we know that whilst some groups above will be responsive to messages around environmental benefit (e.g. empty nesters or suburban families) there are others for whom performance, health, cost or time will be stronger messages (e.g. heavy car users).

We will specifically gain insights from behavioural change experts in our city region’s leading universities, a number of which have units or research centres focused on behavioural change. We will also continue our learning from European partners, particularly the highly successful ‘Start Your Brains’ project that has transformed cycling across five German cities.



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The Vélocity 2025

Travel Choices Programme

Vélocity 2025 will build upon the well-established programme of cycling interventions being delivered through our ongoing Commuter Cycling project. Vélocity 2025 will also be delivered as part of our ambitious Travel Choices agenda, which for the first time brings together Travel Choices interventions across Greater Manchester as part of an integrated transport offering.

As part of the Travel Choices agenda an in-house team is already in place embedding expertise and build capacity within TfGM, its partners and across Greater Manchester.

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Cycle Training and Maintenance Workshops: recognising that cycle training is most effective when delivered alongside cycle route and access improvements, training will not only be targeted by population segments but also geographically, focusing on local communities, educational and training centres or workplaces.

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Partner Schools Programme: this programme will develop a network of schools that will lead on the delivery cycling interventions, acting as champions for other schools, colleges and universities. Partner schools will be provided with travel planning support focused for students and staff, removing barriers and providing incentives to encourage the uptake of cycling including cycle training, maintenance workshops, pool bikes and promotional material. Grants will also be made available to partner schools.

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Business Engagement: our existing team of Business Travel Advisors will engage with businesses located near cycle route improvements to optimise the usage and increase the number of people cycling to work. Businesses will be provided with information and advice and support will also be available to undertake staff surveys, develop action plans, organise on-site cycling promotion events, and introduce grants and pool bikes to encourage more employees to cycle to work.

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Station Travel Planning: at stations where Cycle and Ride schemes are being delivered, station travel planning activities will also be undertaken to engage the local community and existing users and remove barriers to cycling to stations. These measures will include promotional and awareness raising activities, personal travel advice, cycle training sessions and maintenance workshops.

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Encouraging Recreational Cycling: as well as providing cycle training to young people, Vélocity 2025 will encourage young people, and their families, to get involved in cycling recreationally with a tailored calendar of events including off-road training, cycle touring and expeditions. Vélocity 2025 will also work with British Cycling to introduce young people to the sport of cycling, with coaching sessions, visits to the velodrome and workshops with those involved in competitive cycling.

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Local Community Engagement: residents will be encouraged to take up cycling through interventions – including our committed programme of personal travel planning, led cycle rides, maintenance workshops, family cycling training and community events – tailored to the needs of the local community. Small grants will also be made available.

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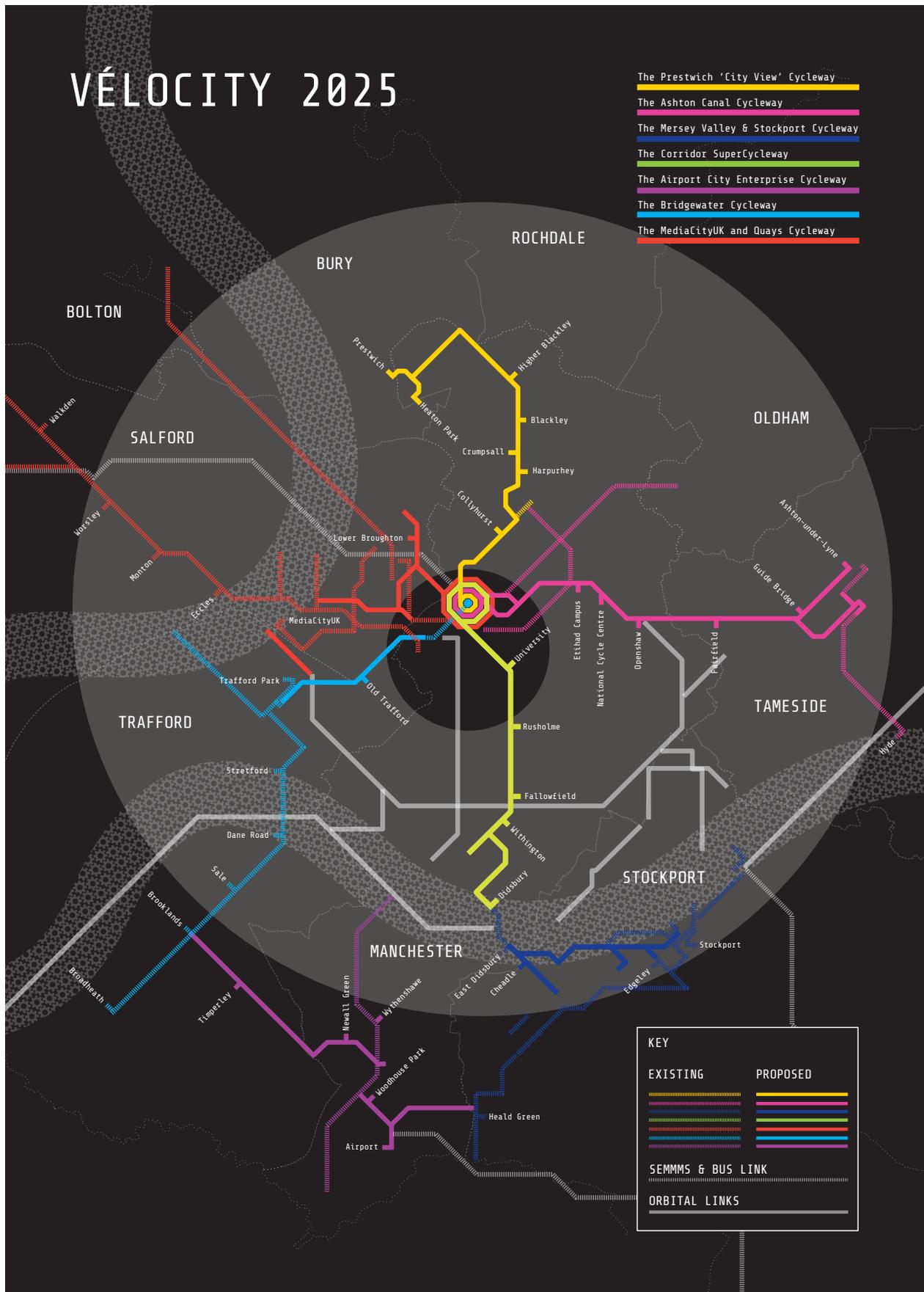
BetterbyCycle: Vélocity 2025 will be making it as easy as possible for people to access information on cycling training, bike maintenance and new cycle routes. This will be done largely through our popular BetterbyCycle website, newsletter, leaflets, and maps as well as face-to-face advice and training. As well as using existing channels, new ways of raising awareness specifically within young people will be developed. This will included exploring ways of better engaging with young people by using social media such as Twitter, Facebook and blogging.

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Hub & Spoke

Our new network for cycling across Greater Manchester will connect all 2.7 million residents with high-quality cycling routes, segregated wherever possible, that will connect across the city region in a well-signed and easy to use European-style network.



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Our cycling network

Under this bid we will deliver a carefully-chosen and well-designed series of 'spokes' leading to the central 'hub' of the regional centre. Each of these spokes will feature 20 mph default speed limits in and around them to deliver a safer cycling experience, from door to door.

Schools, cycle centres, universities and employment centres will be connected along these spokes, and there will also be orbital links across the network, to thread together areas such as South Manchester and Airport City, Salford Quays, MediaCity UK, Manchester City Football Club, the Sharp Project and other important areas lying outside the city centre 'hub'. Our existing 'Fallowfield Loop' will be a starting point for this orbital link.

Some elements of our network are already being delivered, which makes the case for Cycle City Ambition Grant all the stronger, as it will enhance and accelerate existing investments too. We have a cross-city bus route that is being created through Leigh and Salford to the city centre that will be one of our 'spokes'. There are also canal-side improvement programmes along the Bridgewater, Ashton and Rochdale canals that will provide spokes, as well as a major programme along part of the Oxford Road Corridor.

CASE STUDY: OXFORD ROAD GOES DUTCH

Ambitious plans to bring the best of northern Europe to the best of northern England will transform the Oxford Road into a flagship corridor for people of all ages and all abilities on bikes.

The Oxford Road Corridor runs south of Manchester city centre from the main campus of the University of Manchester to Didsbury just inside the most southerly point of the M60 ring road. As the primary thoroughfare for the city's 75,000 student population, and to build upon what is already Greater Manchester's busiest cycle route, its transformation will ensure travel by bike becomes more of a natural choice for getting around. Already 13% of staff and 10% of students cycle to the university and ambitious plans to see 20% of staff and students cycling will be made possible by the transformation of the road.

Dutch-style full segregation of cycle routes will feature prominently along a 4 mile long flat thoroughfare and will be complemented by reduced speed limits of 20mph.

The road links a number of hospitals, universities, large areas of employment and residential areas and is also one of Europe's busiest bus corridors. This major transport corridor will become a place where people on bikes feel they belong and are safe by implementation of a wide range of measures that include:

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A car free half a mile stretch of road, open only to buses, taxis and bikes – the conversion, already underway and fully funded separately.

.....
Review of bus turning areas to avoid conflict with people on bikes.

.....
Use of Dutch style bus stops that enables bikes to pass buses without having to ride around the outside of the bus in the flow of traffic.

.....
20mph speed limits put in place on the road and appropriate side streets.

.....
Changes to key junctions that will add to existing funding already in place that seek to improve junctions and add Advance Stop Lines for people on bikes.

.....
Creation of shared space in busy shopping or restaurant areas of Withington, Fallowfield and Rusholme.

.....
The University of Manchester, Manchester Metropolitan University, The Royal Northern College of Music and Central Manchester Foundation Trust have formed a Corridor Strategic Partnership. This includes a travel and transport subgroup, which has active travel as a major theme. All the partners are actively promoting cycling, and there are significant investments planned over the timescale of the scheme. These include £1.4 million planned developments to improve cycling provision at the University of Manchester, and plans for a major cycle hub within the Phase 2 developments at Central Manchester Foundation Trust.



Extended vision and delivery

We will also develop later phases for our network across the rest of Greater Manchester, to include better radial routes around South Manchester, Bury, Bolton, Oldham, Rochdale, Wigan and potential links outwards to leisure routes and possibly to the Peak Forest Canal and Peak Park Cycle bid. We want our 'hub and spoke' model to eventually apply to other town centres across Greater Manchester, too.

The bulk of our Cycle City Ambition Grant bid is focused on that part of Greater Manchester which broadly sits within the M60 ring. This allows us to target interventions on those parts of Greater Manchester which have:

-
the strongest performance in terms of current cycling levels;
-
the largest concentrations of employment and education destinations, including the Regional (City) Centre, Manchester Airport, Salford Quays, Trafford Park and Stockport town centre; and
-
links to significant wider investment proposals (e.g. Cross City Bus and new Metrolink lines) which deliver opportunities for cyclists.
-

Greater Manchester currently has the largest transport infrastructure investment programme outside London, it is the home of British Cycling and has the largest student population in Europe.

The city region has also made a commitment to cycling with our LSTF programme of investment and we are currently delivering around £20 million of cycling improvements through our dedicated, in-house, cycling team.



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The 'Spokes'

The cycleways
[Approximately £17 million]

The core of our proposals is a network of continuous cycle routes, more continental in style, to key destinations of employment, education and training. Each of the routes outlined below will be segregated from other traffic wherever possible and supported by the creation of 20 mph speed limits in adjacent areas.

Rationale: Strong evidence that segregated cycleways promote growth in cycling - they are a standard feature in six of the top ten cycling cities in Europe, considered by cyclists to be three times more attractive than general on-highway cycling (particularly relating to alleviating safety concerns) and off-highway routes are particularly attractive to female cyclists.



The Prestwich 'City View' Cycleway

Creating a new cycle link to Manchester City Centre from Prestwich and Heaton Park using quiet roads and a mix of both on and off-highway segregated cycle paths through Crumpsall and the Irk Valley. A link to Alan Turing Way feeds in to a traffic free orbital cycle route.

The Ashton Canal Cycleway

Providing an off-highway cycle route from Ashton to Manchester City Centre by upgrading 8km of the Ashton Canal towpath. Links into Ashton town centre, Guide Bridge rail station, the National Cycling Centre and Manchester City Football Club will be created using off carriageway cycle tracks, quiet roads and lengths of on-highway segregated cycle tracks.

The Mersey Valley & Stockport Cycleway

Bridging the severance caused by the M60 motorway and the River Mersey, fully-segregated cycle tracks will link Cheadle to The Corridor Super Cycleway. Upgrades to the TransPennine Trail will create a high-quality all-weather commuter route and provide a traffic-free link from The Corridor SuperCycleway into Stockport town centre. A new route from the east will increase cycle permeability into the town centre.

The Corridor SuperCycleway

Continuation of investment in cycle improvements as part of the Cross City Bus Priority package together with 7km of on-highway, largely segregated, cycle route improvements on Wilmslow Road to East Didsbury. Further cycle paths from East Didsbury provide links to the Trans Pennine Trail and other Mersey Valley cycle paths.

The Airport City Enterprise Cycleway

New and improved cycle routes / cycle path links between the proposed developments at Manchester Airport (as part of the Airport City Enterprise Zone) and adjacent residential areas to the east, north and west, with links to Wythenshawe Hospital, town centre and industrial estates. These cycle improvements link with the proposed segregated cycle routes to be provided as part of the SEMMMS highway scheme and provide a continuous cycle route linking the Bridgewater Way and NCN 85.

The Bridgewater Cycleway

Completing the 'missing link': a final 4km section of improvements to the Bridgewater Canal towpath to provide a traffic free cycle route from the south west of the conurbation right into the heart of Manchester City Centre. Access links to Salford Quays will also be provided.

The MediaCityUK and Quays Cycleway

Expanding cycle routes being provided under LSTF to better link the Lower Broughton area via Salford University to MediaCityUK and Salford Quays. The proposals aim to provide cycling facilities that can be used by cyclists of differing abilities to access these key destinations.

And into the heart of the city

The LSTF is being used within Manchester City Centre to improve access across the Inner Ring Road and provide good access routes to the TfGM Cycle Hubs.

This programme of works involves upgrading puffin crossings to toucans, new cycle lanes, and using new legislation to allow two-way cycling on some one-way streets ensuring that cyclists have direct routes through the city centre.

If Greater Manchester secures Cycle City funding our direct and coherent routes through the city centre will link up the 'spokes' of this bid.

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Connecting to the wider city region

Cycle and Ride Stations [Approximately £2 million]

Proposal: Creation of a number of Cycle and Ride stations that are located around 8–10 km from the city centre, a distance that might be considered by some too far to cycle all the way.

Rationale: The approach will allow for cycle access from within a local station catchment, of say 3km, for onward travel by rail or Metrolink as part of a door to door sustainable journey strategy. Stations have been selected on the basis of their attractiveness for users reflecting train frequency, current passenger levels, existing accessibility and potential size of cycle catchment area.

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Prestwich Metrolink Stop

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East Didsbury Metrolink Stop & Station

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Hollinwood Metrolink Stop

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Irlam Station

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Gatley Station

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Guide Bridge Station

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Flixton Station

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At each location the types of measures include:

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Cycle parking facilities – options include a mix of covered stands / enclosed secure parking with ‘membership card access’ (this could be a variety of facilities e.g. bespoke design to off the shelf purchase)

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Improved security measures – lighting / cctv / removal of vegetation to give better visibility

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Improved access measures at station – new links / ramps / etc.

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Improved access to station – replacement of pelican crossing with toucan etc. / central reservations / better signage / better lighting

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Improved access links in station vicinity – new cycle paths / contra flow cycle lanes in one-way streets / better signage / better lighting etc.

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Embedding Travel Choices advice

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Access to education

Colleges/Schools cycle access improvements [Approximately £1 million]

Proposal: Improve cycle parking facilities and cycle access arrangements at a number of colleges of further education and secondary schools.

Rationale: This element of the bid is about presenting cycling as a travel option for younger people at a time when they are developing travel independence. This will directly address the generation of current UK adults who have never cycled or stopped cycling in early teenage years for whom cycling is not a perceived travel choice. Additionally obesity levels are increasing in children and young people and this presents an opportunity to introduce more physical activity into daily lifestyles.

At each location measures proposed include the provision of improved cycle parking facilities (including personal lockers) together with improved access measures (as in the station access section above). The colleges and secondary schools to be included in this element of the bid would all be located within the proposed corridors of cycle route improvements.

CASE STUDY: IRLAM AND CADISHEAD COLLEGE AND IRLAM STATION – AN AREA BASED APPROACH

Irlam and Cadishead are Salford’s most south-westerly wards and the most remote from the main service centres in the city.

Irlam & Cadishead have a working age population of approximately 13,000; unemployment is relatively low at 4.2% compared to the Salford average of 5.5%. The travel to work figures shows that currently 1.9% of people travel by bike, this is slightly higher above the Salford average of 1.5%. The area also has below average levels of non-car ownership at 25.5%. The B5320 Liverpool Road runs through Irlam & Cadishead and, until the completion of the A57 Cadishead Way bypass, was the main through route. The bypass has diverted significant volumes of traffic away from the area, making it a quieter, more pleasant place and cycling to work is now more common.

Irlam Station is well located within the heart of Irlam & Cadishead, within a walking distance of just over 1,000 homes and within a reasonable cycling distance (2.5-3km) of the majority of residents. The station is close to Irlam and Cadishead College, Lower Irlam Neighbourhood Centre and Northbank Industrial Estate.

Irlam and Cadishead College is a new multi-million pound high school opened in September 2011. The state of the art building is one of two new schools in the vanguard of Salford’s Building School’s for the Future programme. Built on the existing school site, the new school has 900 places for 11 to 16 year-olds and a 150 place sixth form. An extensive range of indoor and outdoor spaces, rooms and pitches is available for local people and clubs to hire. There is existing covered cycle parking for 100 bikes at the school. The school travel plan survey showed that currently 1% of student’s cycle to school but there is potential to increase the number of pupils cycling to school, as 85% of pupils already own a bike.

Encouraging the uptake of cycling in this area would include:

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Improving the highway layout to make better use of excessive width and provide a safe and attractive area for shopping and leisure use including:

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Wider pavements

.....
Cycle routes

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Clear Signage – to direct HGVs onto bypass

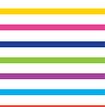
.....
Clear route to school

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Provision of a secure cycle shelters at Irlam Station, accessed via a swipe card entry

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Provision of a DDA compliant ramp to the westbound platform

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Provision of traffic calming features and cycle improvements where possible to slow traffic

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Embedding Travel Choices advice



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Supporting interventions

locally revenue funded

20 mph speed limit zones

The introduction of 20 mph zones, adjacent to the corridors of cycle route improvement, are proposed. This would enable the majority of cycle trips within the targeted corridors of the CCAG area to be undertaken on either completely separate paths or on lightly traffic calmed residential streets.

Maintenance Prioritised Zones / Routes

Revised maintenance regimes and agreements, along the lines of that recently approved by Manchester City Council, so as to give priority to the following on corridors of cycle route improvement and within CCAG target areas – including resolving drainage problems (gully emptying for example), repairing of defects and sweeping up broken glass.

Residential improvements

Improved storage and parking facilities in and around housing developments including new flats and areas of terraced housing. As part of the Greater Manchester Cycling Strategy we will also be developing a residential planning standards design guidance that would be applicable across Greater Manchester.

Future matched funding and support

We will also enhance the Vélocity 2025 plan through greater levels of matched and complementary funding from our partners including: investments made by the district authorities across Greater Manchester; investments through public health partners; investments made in the future by cycling bodies such as British Cycling, Sustrans and CTC; Bikeability schemes; road safety and casualty reduction partnerships; and corporate support of cycling infrastructure through the private sector, universities and hospitals.

The Cycle Safety Fund

We will also include in our planning for this new network a number of Greater Manchester schemes that have been successful in securing funding from the DfT's Cycle Safety Fund. The city region has secured £2.13m through the Fund to deliver safety enhancements to junctions and routes across Bolton, Manchester, Stockport, Trafford and Wigan.

Northern Rail stations

In 2012 Northern Rail secured funding under the Community Linking Places Fund to construct cycle hubs at a six Greater Manchester rail stations. In total they are planning to provide 450 additional secure and covered cycle parking spaces. The cycle hubs are similar to those being provided by TfGM under the LSTF programme and the same membership model will also apply. TfGM will administer the membership system for Northern Rail.

At Victoria station, Northern and TfGM are working to develop a new cycle hub facility with showers and changing facilities as part of the station refurbishment programme.



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Delivering with our partners

Why is Vélocity 2025 worthy of support? As well as having a compelling vision we are making it clear that we will, as a city region, commit funding alongside central government investment throughout the remaining period of this plan.

This investment will be delivered by both the private and public sectors and will, within a generation, transform our city.

We have a track record of delivery and when we establish a vision, we follow it through, which is why we outpace other regional economies in terms of performance and growth. We will ensure that we achieve a transformation in cycling across the city similar to the transformations we have delivered in our Metrolink system or in economic regeneration. Our plan includes both infrastructure and policy developments across the ten year timespan that we know are needed to secure success.

Health and physical inactivity initiatives

We are developing a strong partnership with our Greater Manchester public health colleagues who have pledged their support for Vélocity 2025. Our partnership with the health sector has two distinctive strands.

Our first strand of activity is to bring about a culture shift that promotes active travel as a key way to increase physical activity and in so doing reduce ill health. It has been shown that if a third of car journeys under five miles in length were shifted to cycling or walking this would save as many lives as all other heart disease prevention measures put together.

The second strand of activity with the health sector is through the major healthcare trusts and hospitals who are joining us as delivery partners and will be critical in seeking a shift to cycling amongst staff and visitors through improved routes, facilities and cycling promotion.

Working with partners

We will establish a Greater Manchester Cycling Board chaired by Phillip Darnton OBE, that will oversee, champion and support the delivery of Vélocity 2025, connecting with Transport for Greater Manchester and all of the partners critical for the delivery of our vision. This will continue the important work of our External Advisory Board that has helped shape our delivery of LSTF.

To bring our Cycle City Ambition Grant bid to life we have worked with a number of city partners to ask how their future plans could be enhanced through our vision and investment programme and how they intend to support our ten year programme for which this funding would be a catalyst.

Critically we have within this bid a sample of our high level partners who will be critical in delivering against our vision. A more comprehensive suite of commitments is include in our bid documentation but we've included a sample in this vision document.

British Cycling

Manchester is uniquely placed in being the home of the world class British Cycling Team and our city region plans to fully exploit this as part of our Cycle City Ambition Grand bid. A range of activities are proposed that are planned to put Greater Manchester more prominently on the international cycling stage. These include:

Working with British Cycling to create a 'buzz' around the next generation of cycling superheroes. At the National Cycling Centre in Manchester there are young people who are working to become our next Olympians; they cycle to and from the Velodrome to take part in their training; we will deliberately foster this cadre of future leaders as the figureheads for cycling in Greater Manchester. We will also recruit a Greater Manchester Cycle Ambassador at various media and conference events.

We will develop an annual high profile professional and amateur cycle race around Greater Manchester built around a full weekend 'cycling festival' for the city. Our plans for a world-class 'Cyclefest' are currently being developed with British Cycling, and we will also seek to expand the Skyride and Skyride local events across Greater Manchester.

Sustrans and Other Cycling Groups

We will also work in hand with our partners Sustrans who have played a key part in this vision, and with cycling organisations like CTC, Manchester's own 'Love Your Bike' and the Greater Manchester Cycling Campaign who have all supported our bid.

Learning partnership

Greater Manchester plans to establish a longer-term partnership with a number of German cities including Berlin, Karlsruhe, Freiburg and Dortmund to learn from their extensive experience of infrastructure and behavioural change programmes that have taken cycling levels in key German cities on precisely the same growth curve that we'd like to create across our city region.

We have reached out to the city of Berlin in preparing this bid and we have sought advice from the leading sustainable transport NGO in Germany, Fairkehr, which has pioneered cycling campaigns across six German cities.

Karlsruhe

Karlsruhe is a useful comparator for Greater Manchester. In 2002, cycling accounted for 16% of transport across the city, increasing to 27% in 2012. In 2004 implemented an ambitious cycling and pedestrian policy. They shaped a ten-year plan with 20 different measures of improvement for cyclists, investing around €1.5m per year in cycling measures. The key thing here is that 72% of journeys are under 5km (and 17.2% are over 10km), something only made possible because of their long distance cycling lanes from the suburbs to the city centre.

Dortmund

From a starting point of 6% cycling in 1998, Dortmund now boasts levels around 13% (in 2012). This success has been built on a handful of measures and a spend of €2-3m per year over ten years. In almost in every suburban area there are now 30km ph zones and missing links on the existing cycling network have been closed – the city now has 650km cycling lanes, 100km of which is on the unsegregated roads and, for the football World Cup in 2006 they invested an extra €5m in building two bridges for cyclists and pedestrians to access the football stadium and other even locations.

We would also look to establish a 'Cycle Twinning' with Berlin (currently at 13% mode share by cycle and has set a target of 20% mode share by 2025). This would involve information sharing around design issues / critical success factors, some element of design review / audit of our interventions by Berlin cycle planners / engineers and a networking platform both virtual and study visits. It's also worth pointing out that 'rainy Manchester' is no deterrent – many of the examples cited here have a similar climate to us, so can be regarded as a useful benchmark!



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City partnerships

Vélocity 2025 is a true partnership of public and private organisations, all of which have made real commitments to investing in Greater Manchester's cycling:

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Bruntwood

Greater Manchester's premier landlord and property company has invested over £100k in cycling across its city centre buildings, including a partnership with TfGM and the Edinburgh Bicycle Co-operative on the City Tower Cycle Hub. Bruntwood's commitment to cycling includes an annual charity cycle event and making it easy for staff and customers to visit their buildings.

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Canal & River Trust

The new waterway charity covers 2,000 miles of inland waterways which include flat, traffic-free towpaths linking various destinations. Committed to improving facilities for people to walk and cycle along towpaths and facilitating highway links between them. Delivery of the Ashton Canal corridor project which links directly to the heart of the city region. Confident that this can be replicated on the canal towpath network across Greater Manchester.

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Greater Manchester Directors of Public Health

Public Health and the NHS are committed to promoting active travel to reduce the burden of ill-health in the population and promote cycling as part of lifestyle advice for obesity management, diabetes care and CVD prevention. Working with TfGM on the delivery of the 'soft' measures to support active travel across the public and private sector – identifying the large employers where there is considerable opportunity for increasing walking and cycling

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Manchester City Football Club

The Club is a major investor in East Manchester (£100 million City Football Academy, training ground, new 7,000 seat arena, sixth form college and community facilities). Cycling is already promoted to staff and fans, but improved cycle routes, safe driving zones and the positive promotion of cycling would offer real scope to increase the opportunity further, helping with health and fitness as well as reduction of pollution and congestion.

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University Hospital of South Manchester, Wythenshawe

As a major cardiac centre, the hospital supports initiatives that increase physical activity. Active Bicycle Users' Group, staff cycling club, cycle facilities and storage, bicycle mechanic and bicycle loan scheme. To promote cycling and reduce the number of car journeys free car parking is offered to any staff member committing to cycle to work for at least three days a week. Planned improvements in Wythenshawe are welcomed as concerns about road safety currently deter many people who would otherwise cycle.

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MediaCityUK

The support of active travel is important to the growth of MediaCityUK as a destination. The site already links to a variety of cycle routes, including National Cycle Network Routes 6, 55, 60, 62 and 82. Over 300 parking spaces are provided and many businesses have installed shower and locker facilities and secure indoor cycle spaces. MediaCityUK is a priority location for a LSTF and private sector funded Cycle Hub to meet the enormous demand.

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Measuring success

The success of Manchester Vélocity 2025 will be measured across a number of dimensions and reported on an annual basis following the lead of the Copenhagen Cycle Account.

The report will assess how we are performing across a clear set of metrics including delivering a 300% increase, by 2025, in levels of cycling and creating more European style routes. It will build upon the monitoring we already undertake for LTP purposes and the post-implementation evaluation research conducted on our investment programmes, not least LSTF, where it is proposed that Greater Manchester undertakes an evaluation case study on behalf of DfT. We will build on this existing work to include feedback on satisfaction levels and attitudes, of both cyclists and potential cyclists, to build a more complete picture which will serve to inform future policy and scheme development.

The monitoring will cover the following dimensions, with both countywide and market segment metrics where relevant:

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Infrastructure account: auditing the extent and quality of the cycle infrastructure, with metrics on factors such as length of paths, percentage traffic free, number of advanced stop lines, extent of cycle parking, etc

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Cycle use account: cycle flows and mode share across the county, via cycle counts and travel demand surveys

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Satisfaction account: satisfaction with provision, general attitudes towards and perceptions of cycling, both in general, split by different groups to inform future interventions

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Impact account: evaluation research of the actual cycle investments we make, to ensure that we are delivering the expected benefits and that we learn lessons as we go

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Why back our bid?

Our vision is not about transport, or infrastructure, it's about people and the liveability and prosperity of our city. We know that if we want to create a transformational change it has to be for these reasons, not for change itself. And our focus on people means we know that feelings of safety, freedom, responsibility, empowerment and well being are critical, and that's why we think it's about the culture we create, as well as the infrastructure and interventions we build.

We have already started the journey of transforming Greater Manchester into the cycling city region of the future and will be looking to build on the strong foundations of our Commuter Cycle Project and Travel Choices agenda. We will continue to support and deliver the great work already done on cycle training, raising awareness of cycling and removing barriers to cycling across the city region.

We have the backing and will continue to work with our cycling partners like British Cycling, Sustrans and CTC, with our ten local authorities, with public health and with our incredibly supportive private and educational sectors, and together, we will bring about a true cycling revolution.

We will also be looking to our European counterparts, setting up learning partnerships with German cities and continuing to work with the Dutch Cycling Embassy to share best practice.

We will assemble a cross sector, multi-agency Greater Manchester Cycling Board, chaired by Phillip Darnton OBE, to oversee our city region's transformation and will look to recruit a series of cycling ambassadors from the worlds of business, politics, sport and popular culture including Chris Boardman.

Our business case is robust, with a package BCR of over 7:1, clearly demonstrates very high value for money and a strong economic case for cycling.

Most importantly we have a long term commitment to the Vélocity vision, with a continuing, planned, forward investment programme of around £10 million a year. We have a track record of delivery, as witnessed by our ground breaking £1.5 billion Greater Manchester Transport Fund, and commitment to the bid from across Greater Manchester.

We will make our cycle city – our Vélocity – come to life!



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